

BookletChart™

Mississippi River to Galveston

NOAA Chart 1116A

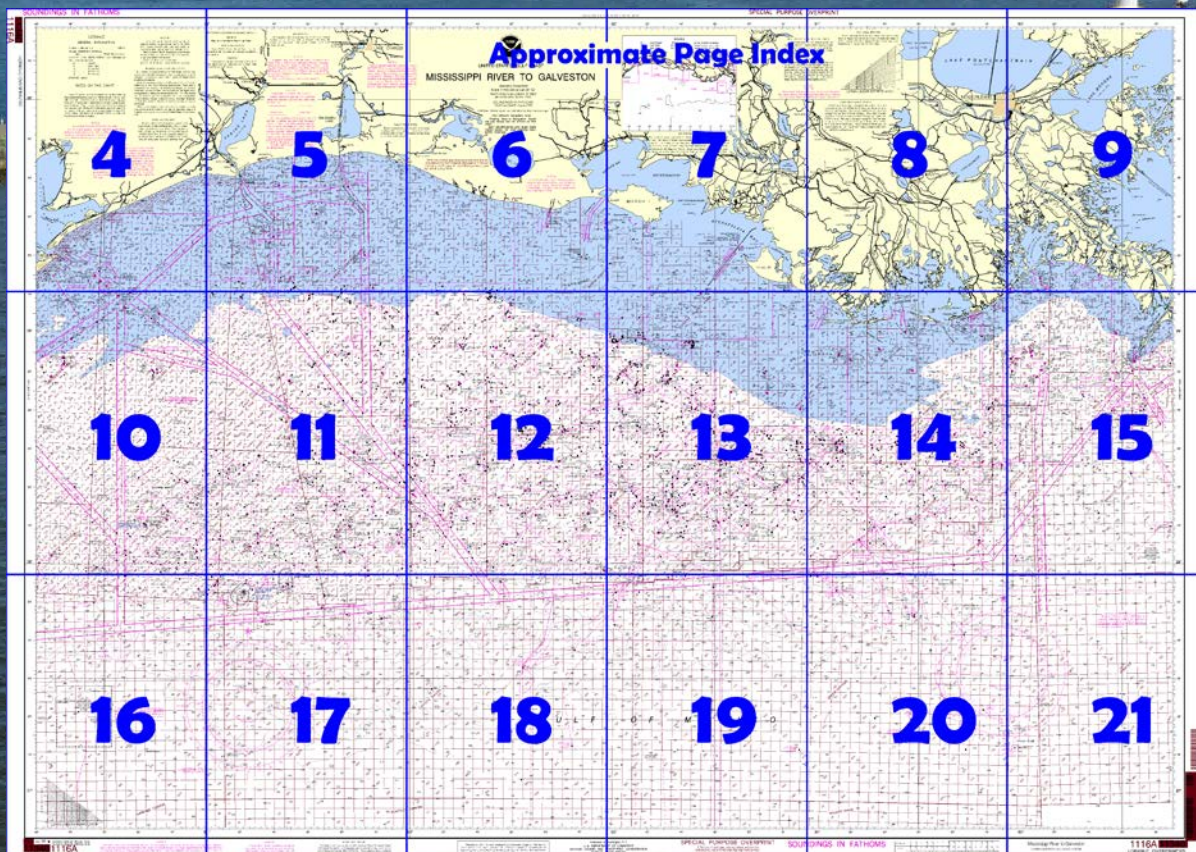


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

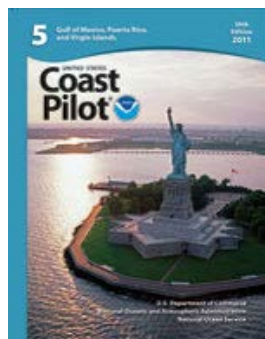
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=5.



(Selected Excerpts from Coast Pilot)

Weather The climate along this stretch of coast is a mixture of tropical and temperate zone conditions. The area receives abundant rainfall and moderate temperatures, with only a few short periods where temperatures fall to freezing or below. The Gulf of Mexico helps modify the relative humidity and temperature conditions, decreasing the range between extremes. When S winds prevail these marine effects are increased. During

summer, prevailing southeasterlies help cool the air and produce showers.

Navigation is hampered at times by extratropical or winter systems, fog, thunderstorms, and tropical cyclones. This area is located S of the mean

track of continental extratropical cyclones. During winter, this track reaches its S limit, and some 15 to 20 associated fronts reach the Gulf of Mexico. These "northers" are common from October through February. The mixing of cold and warm air may also trigger the formation of an extratropical cyclone in the Gulf. The cold fronts and winter storms result in gale-force winds blowing 1 percent of the time and winds of 22 knots or more occurring 7 to 12 percent of the time. Waves of 10 feet or more are common, while 20-foot seas have been encountered. Tropical cyclones are a threat to navigation from late May into early November. On average, a tropical cyclone (winds 34 knots or more) will move through the region every 1 to 2 years, while a hurricane (winds 64 knots or more) can be expected every 4 to 5 years. Winds can be expected to reach 100 knots about every 25 years. These systems can also generate rough seas. Carla and Audrey produced 28- to 30-foot seas. On average, maximum significant wave heights of about 40 feet can be expected once every 25 years in deep waters.

While fog occurs throughout the year, it is much more likely in winter and early spring; February is often the foggiest month. Port Arthur averages 42 days annually when visibilities fall below 0.4 mile. These monthly averages range from less than 1 day in the summer months to 8 days in January. Offshore visibilities fall below 2 miles about 2 to 3 percent of the time from December through April. On average, sound signals operate more than 100 hours per month in December and January. Visibilities may also be restricted by precipitation and smoke.

Currents.—The currents off the entrance of Sabine Pass are dependent upon the direction and velocity of the wind. Following continued N to E winds, a SW to W current will be found off the entrance, frequently with a velocity of 1 knot and sometimes as much as 2 knots. Following S and SW winds, the currents will be in the opposite direction, but with less velocity. The tidal current between the jetties at strength averages 1.1 knots on the flood and 1.6 knots on the ebb, but velocities up to 2.5 knots have been observed in Sabine Pass. Tidal current predictions for Sabine Pass may be found in the Tidal Current Tables, Atlantic Coast. The currents off the entrance of Sabine Pass are dependent upon the direction and velocity of the wind. Following continued N to E winds, a SW to W current will be found off the entrance, frequently with a velocity of 1 knot and sometimes as much as 2 knots. Following S and SW winds, the currents will be in the opposite direction, but with less velocity. The tidal current between the jetties at strength averages 1.1 knots on the flood and 1.6 knots on the ebb, but velocities up to 2.5 knots have been observed in Sabine Pass. Tidal current predictions for Sabine Pass may be found in the Tidal Current Tables, Atlantic Coast.

Dangers.—The offshore oil well structures, Sabine Bank, and the spoil and dumping grounds on either side of the entrance channel are the principal dangers encountered when approaching Sabine Pass. Vessels should not approach the entrance too closely before the pilot boards. The offshore oil well structures, Sabine Bank, and the spoil and dumping grounds on either side of the entrance channel are the principal dangers encountered when approaching Sabine Pass. Vessels should not approach the entrance too closely before the pilot boards.

A strong westerly current known to cause groundings after tropical cyclones was reported between Sabine Bank Channel Lighted Buoys 17 and 18, and between Sabine Bank Lighted Buoy 33 and Lighted Bell Buoy 34; extreme caution is advised.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans

Commander

8th CG District

New Orleans, LA

(504) 589-6225

Table of Selected Chart Notes


NOTE E


The Gulf Gateway Deepwater Port at 28°05'16.20" N, 093°03'07.20" W is surrounded by three concentric circles. The first is a Safety Zone that has a 500 meter radius. The second is a mandatory No Anchoring Area that has a 1500 meter radius and the third is an Area to be Avoided that has a 2000 meter radius. The Safety Zone has been promulgated, via an Interim Rule published on May 11, 2005. Reference IMO SN/Circ.240.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:


Pipeline Area


Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE A

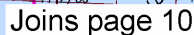
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 6th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX and New Orleans, LA.

Refer to charted regulation section numbers.

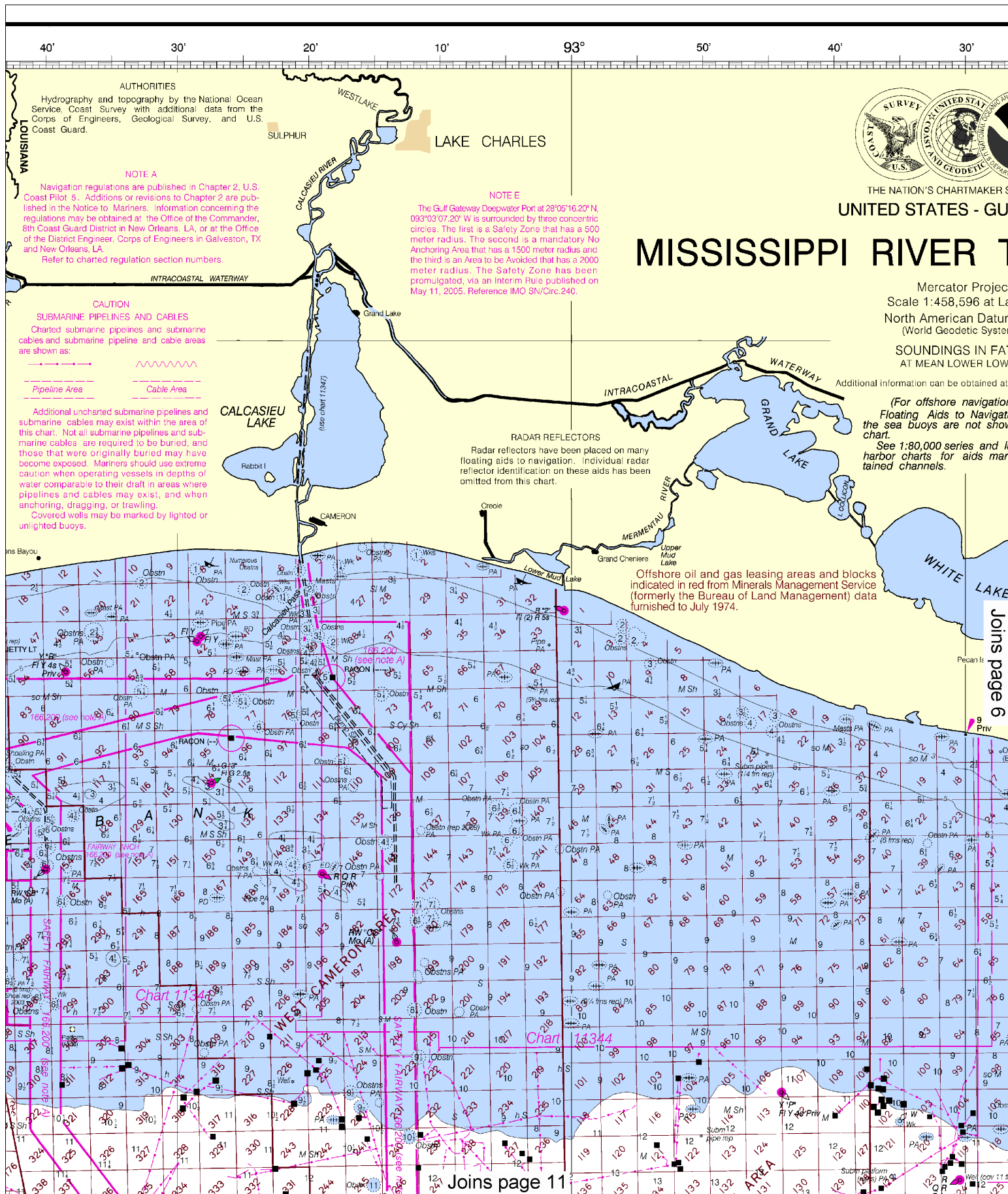
NOTE B

GALVESTON TRAFFIC SEPARATION SCHEME

A pilot boarding area is located near the center of the inshore precautionary area. Due to heavy vessel traffic, mariners are advised not to anchor or linger in this precautionary area except to pick up or disembark a pilot.



4



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:611461. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

10'

93°

50'

40'

30'

20'

10'

WESTLAKE
LAKE CHARLES

NOTE E

The Gulf Gateway Deepwater Port at 28°05'16.20" N, 093°03'07.20" W is surrounded by three concentric circles. The first is a Safety Zone that has a 500 meter radius. The second is a mandatory No Anchoring Area that has a 1500 meter radius and the third is an Area to be Avoided that has a 2000 meter radius. The Safety Zone has been promulgated, via an Interim Rule published on May 11, 2005. Reference IMO SN/Circ.240.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

MISSISSIPPI RIVER TO GALVESTON

Mercator Projection

Scale 1:458,596 at Lat 28° 52'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

(For offshore navigation only)
Floating Aids to Navigation inside
the sea buoys are not shown on this
chart.

See 1:80,000 series and large scale
harbor charts for aids marking main-
tained channels.

RADAR REFLECTORS

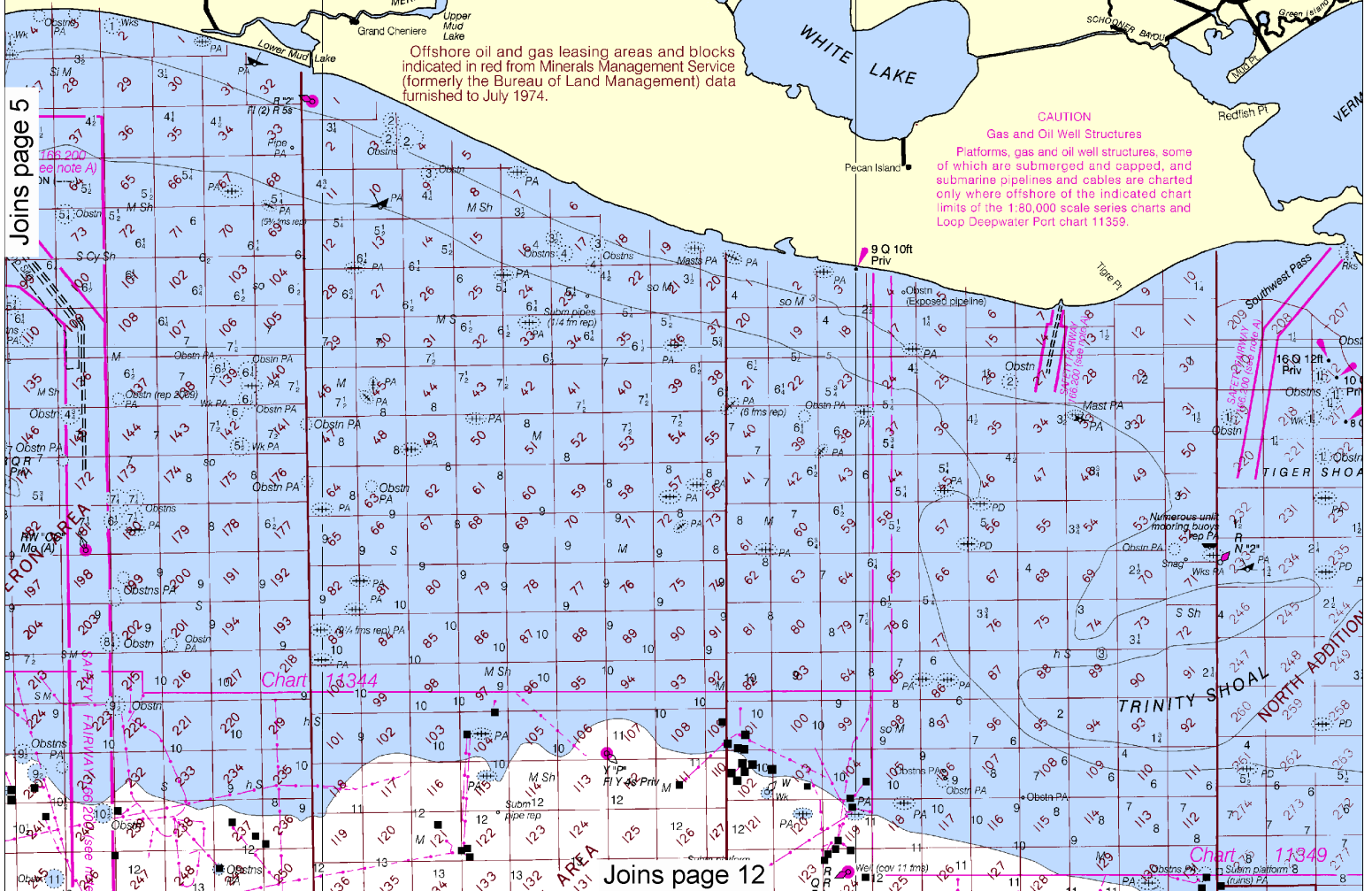
Radar reflectors have been placed on many
floating aids to navigation. Individual radar
reflector identification on these aids has been
omitted from this chart.

Offshore oil and gas leasing areas and blocks
indicated in red from Minerals Management Service
(formerly the Bureau of Land Management) data
furnished to July 1974.

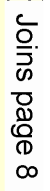
CAUTION

Gas and Oil Well Structures
Platforms, gas and oil well structures, some
of which are submerged and capped, and
submarine pipelines and cables are charted
only where offshore of the indicated chart
limits of the 1:80,000 scale series charts and
Loop Deepwater Port chart 11359.

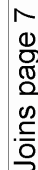
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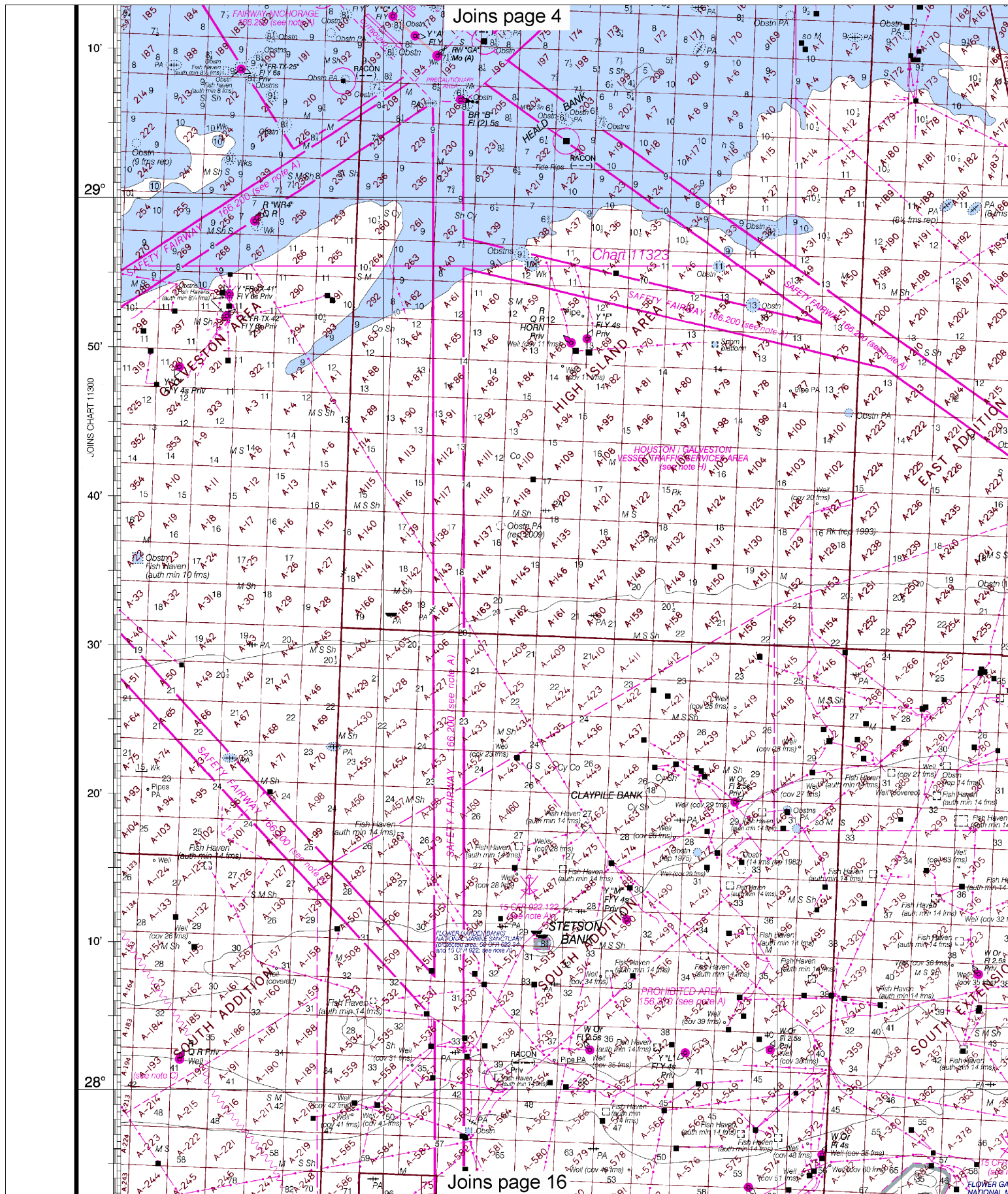


Note: Chart grid
lines are aligned
with true north.



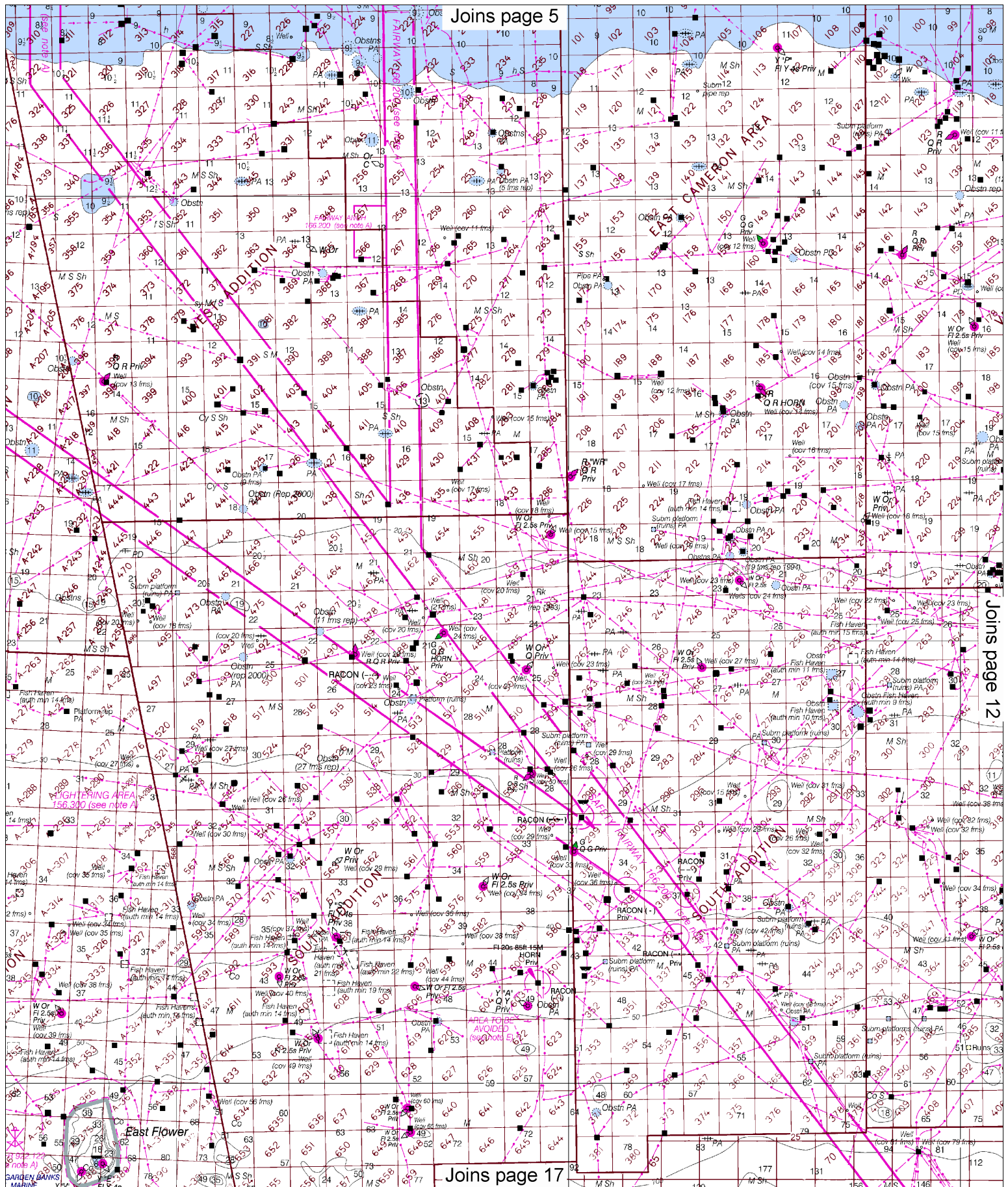
7

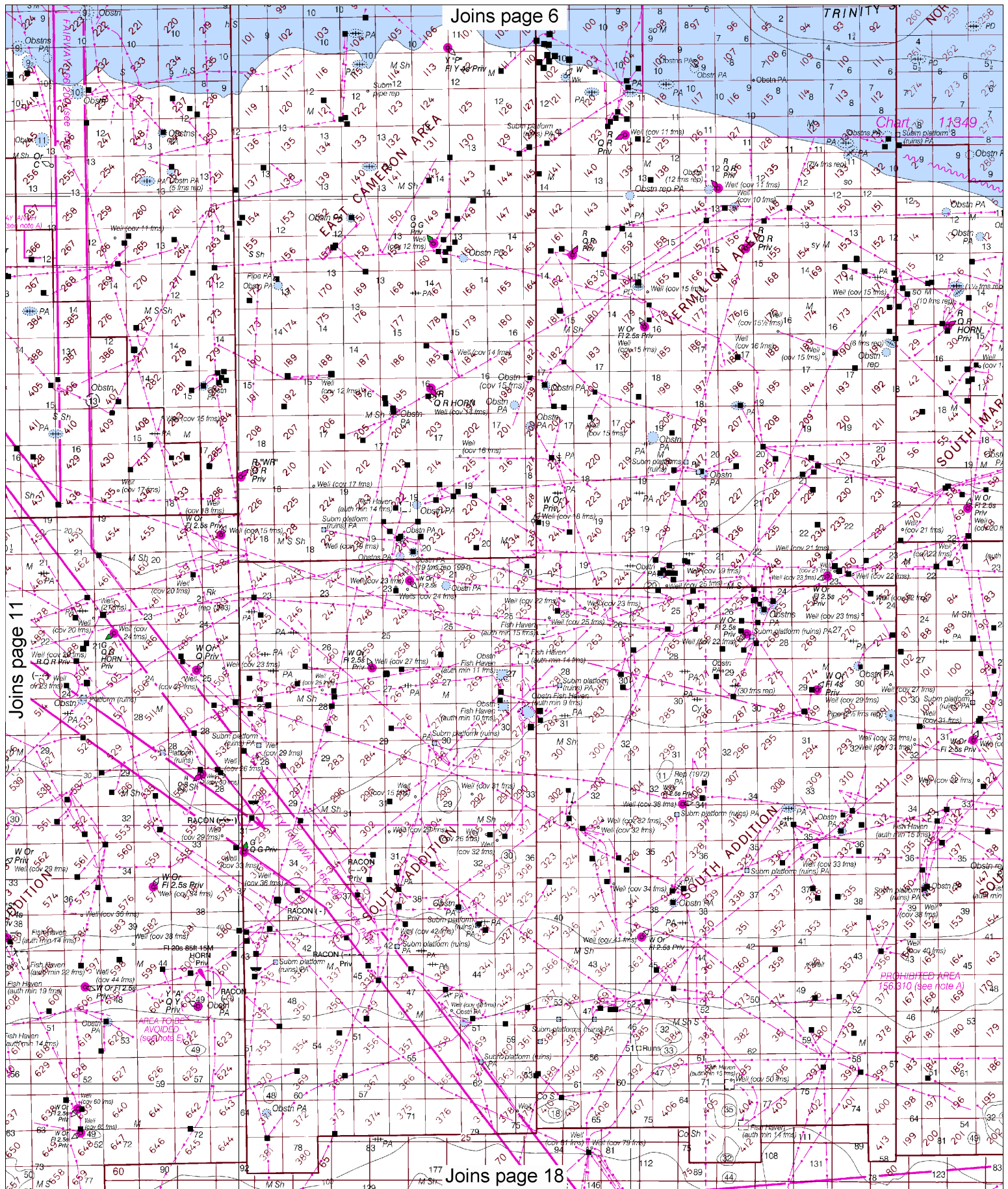




10

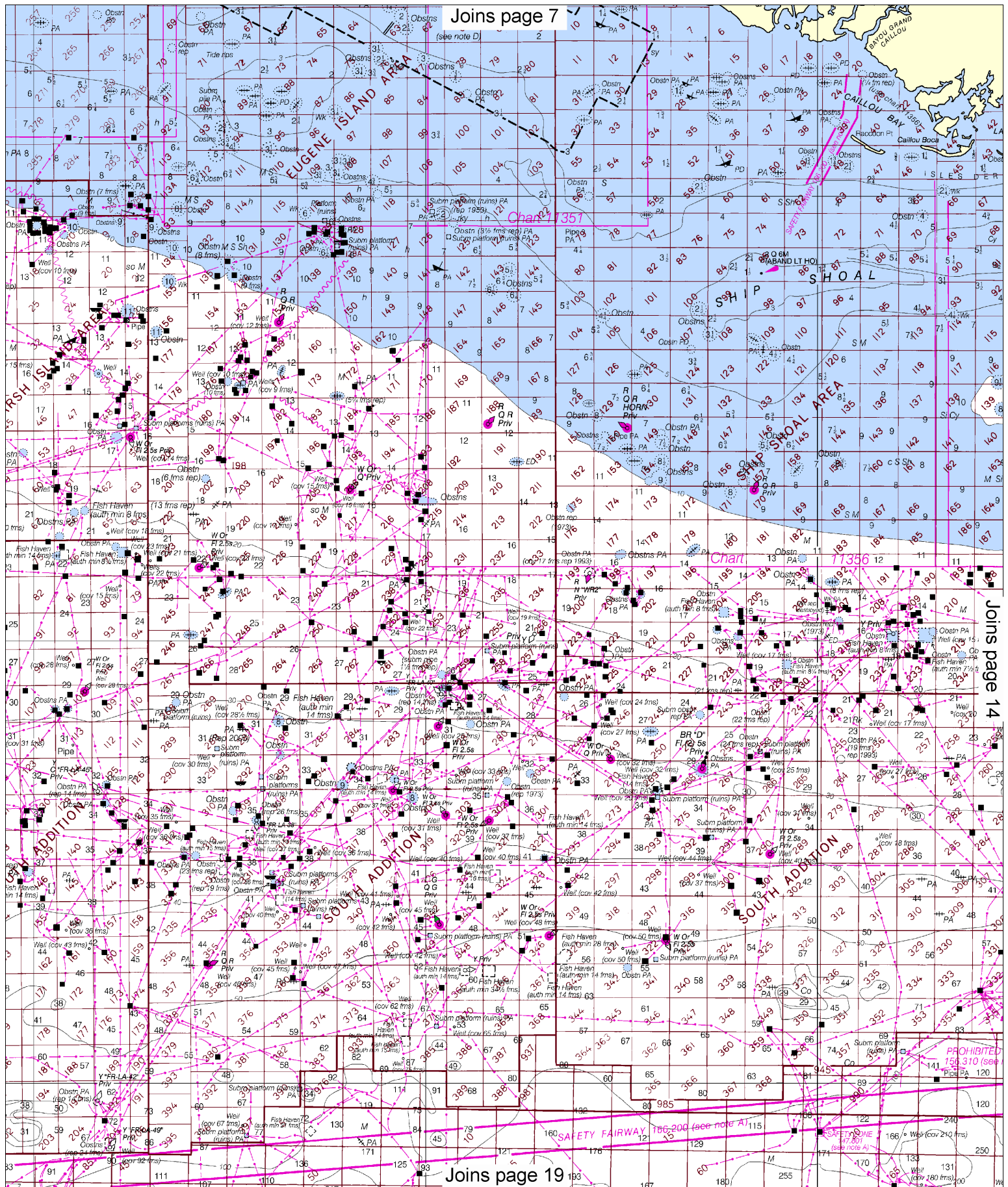
Note: Chart grid lines are aligned with true north.

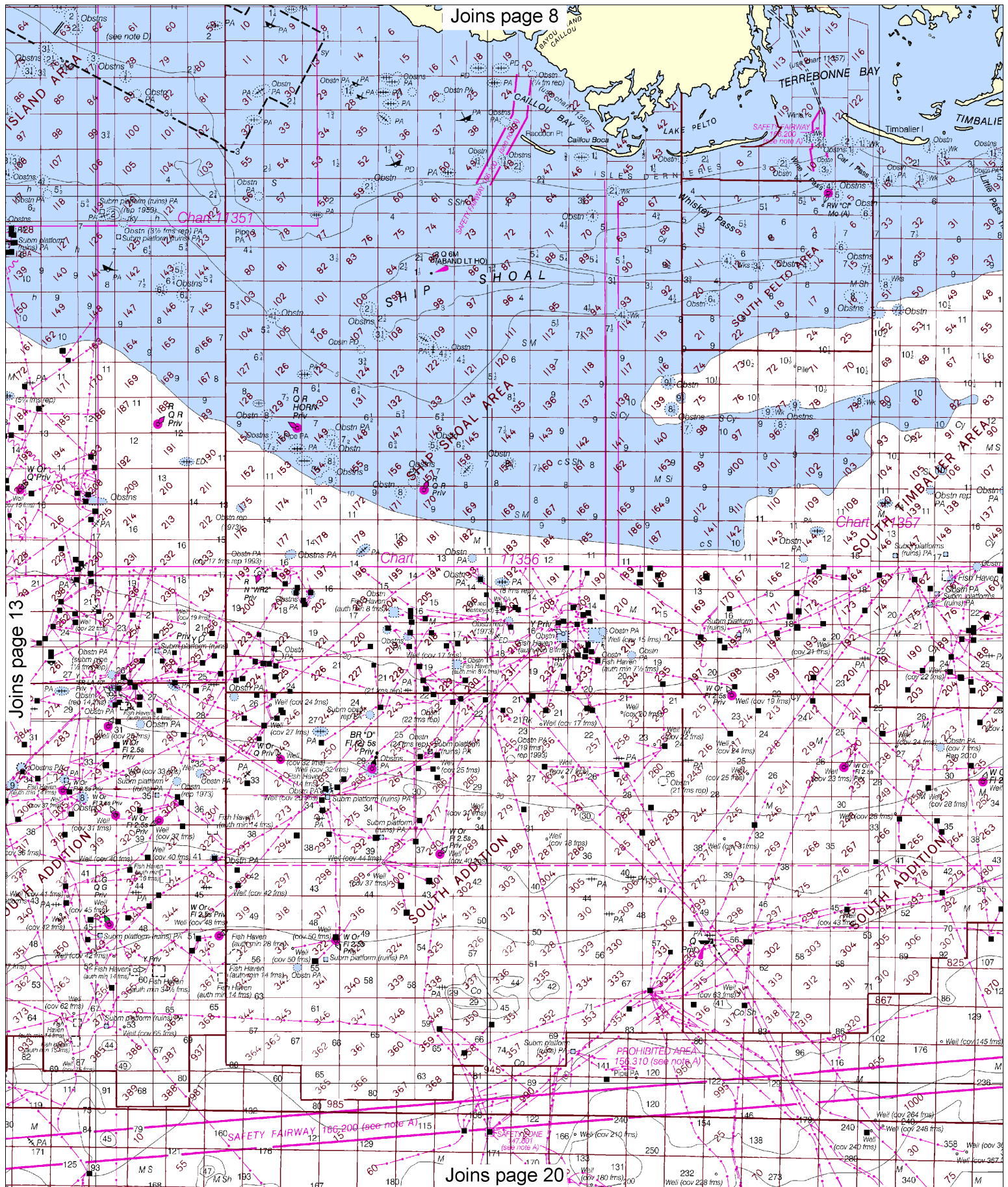




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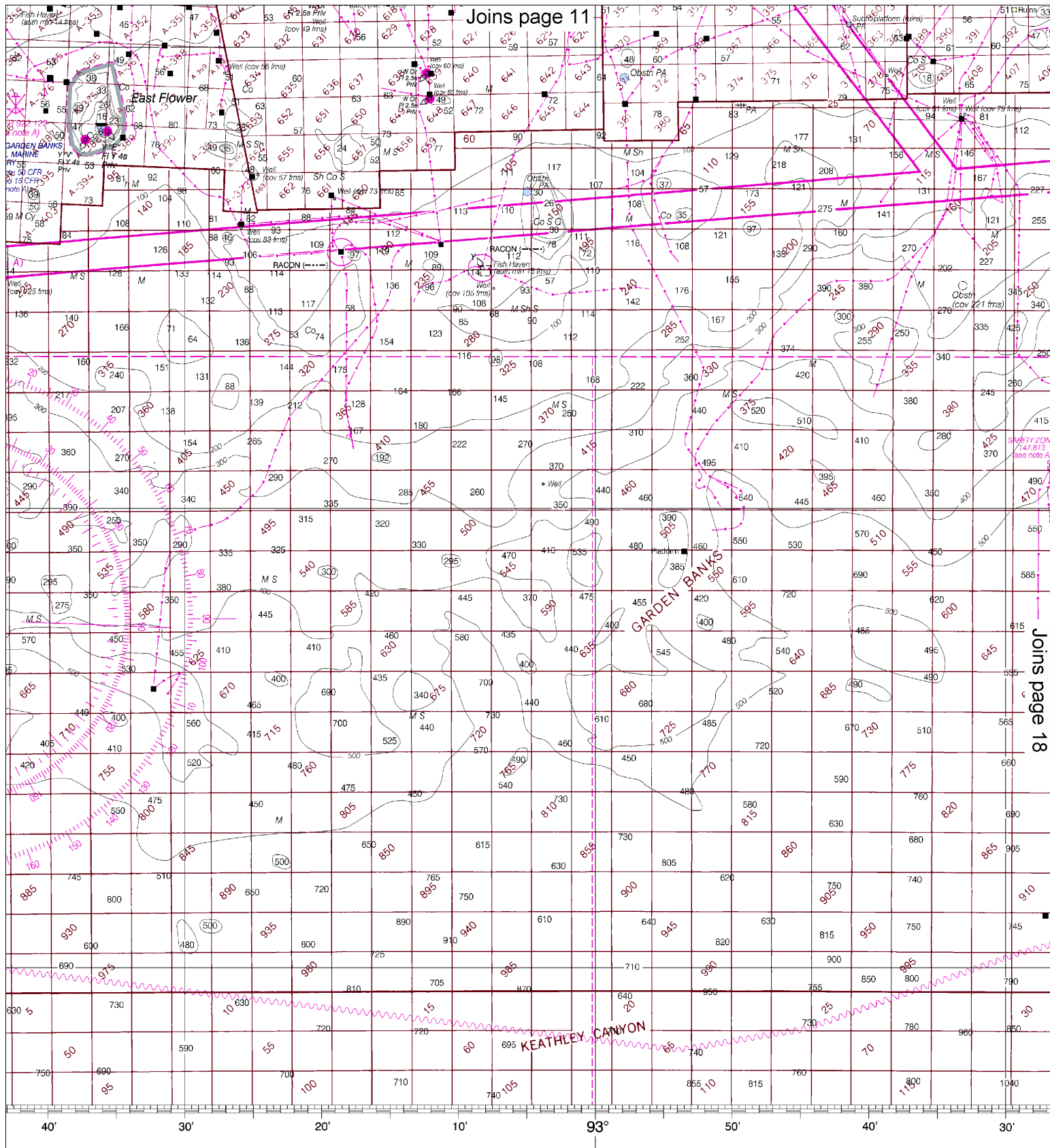
Note: Chart grid lines are aligned with true north.





14

Note: Chart grid lines are aligned with true north.

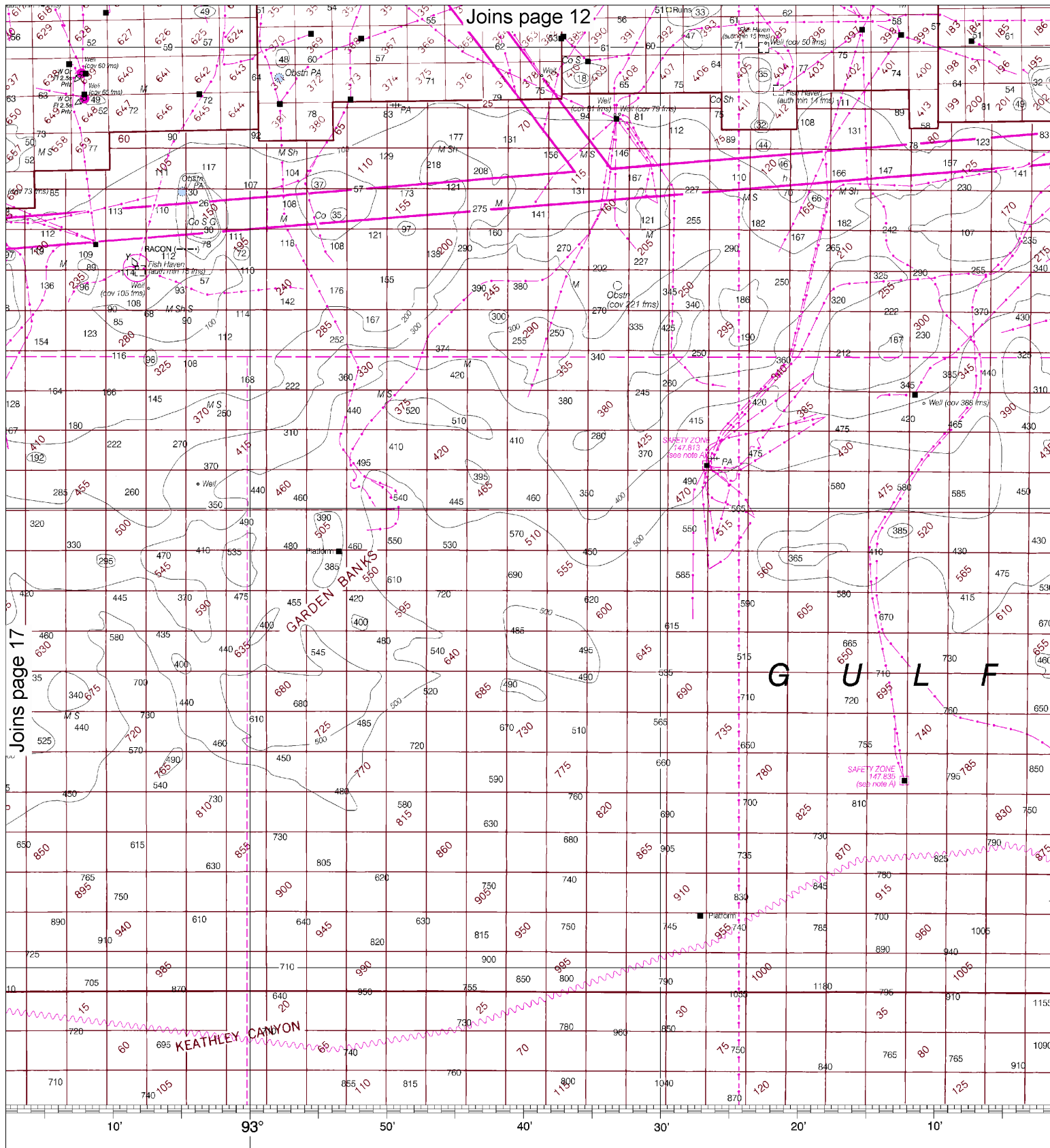


WARNING
 User will not rely solely on
 information, particularly on
 V. Coast Guard Light List
 for details.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



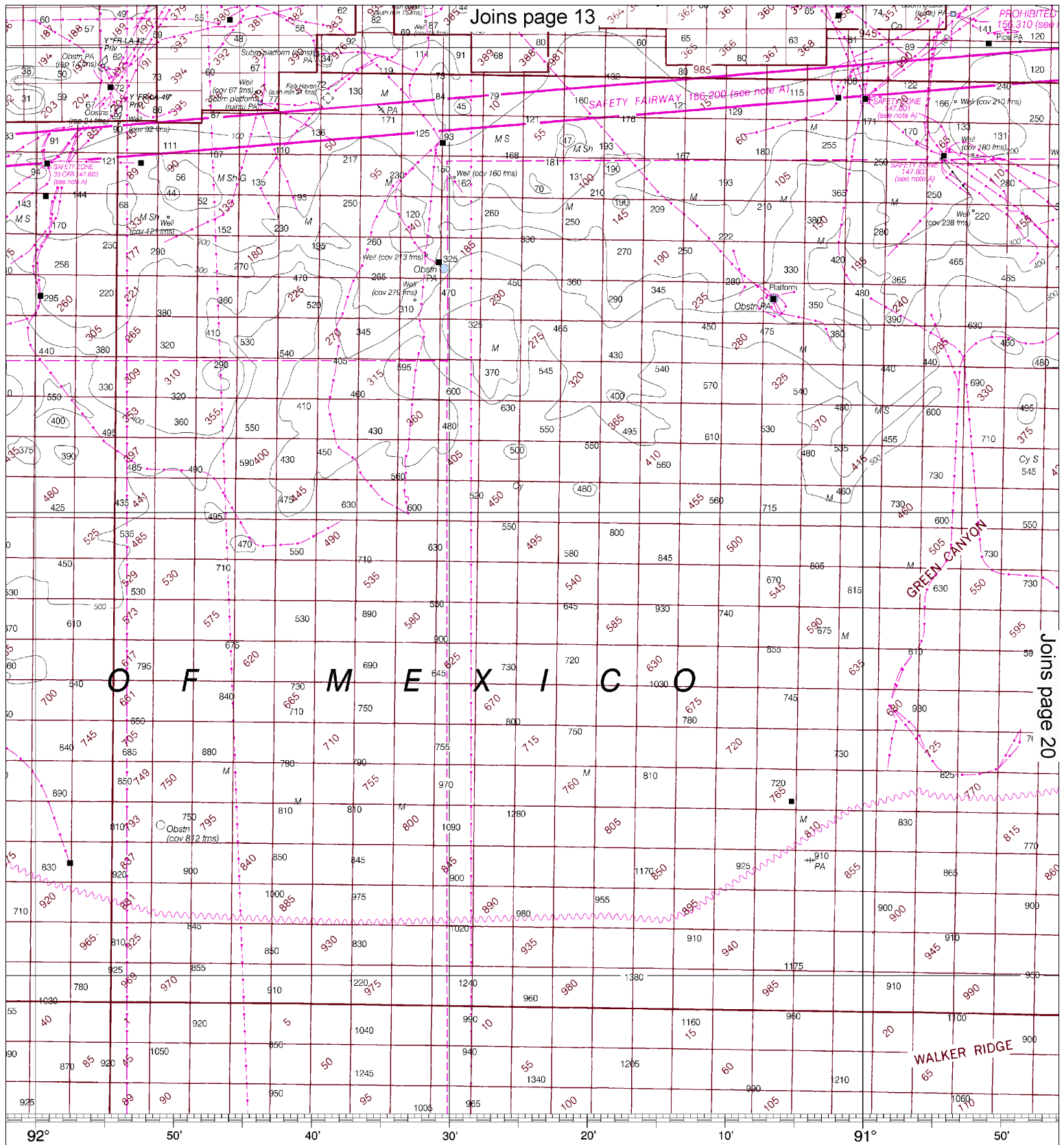
M
 This is North American Datum
 considered equivalent to the
 geographic positions referred
 to require conversion to NAD

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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Note: Chart grid
 lines are aligned
 with true north.

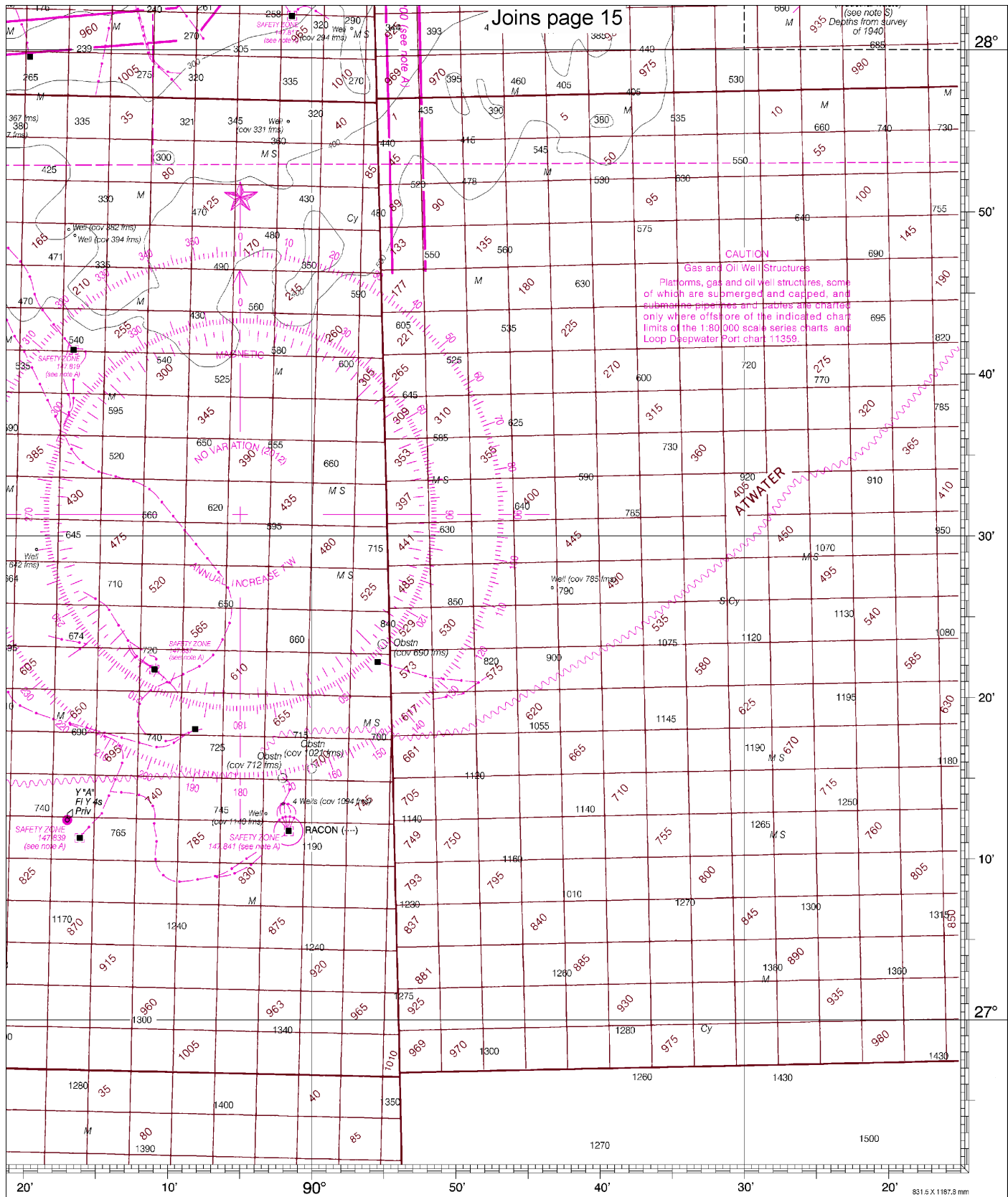


Washington, D.C.
DEPT OF COMMERCE
ATMOSPHERIC ADMINISTRATION
OCEAN SERVICE
T SURVEY

SPECIAL PURPOSE OVERPRINT

Offshore oil and gas leasing areas and blocks
indicated in red from Minerals Management Service
(formerly the Bureau of Land Management) data
furnished to July 1974.

SOUNDINGS IN FATHOMS



6	7	8	9	10	11	12	13	14	15	16	17	
3.6	4.2	4.8	5.4	6.0	6.6	7.2	7.8	8.4	9.0	9.6	10.2	
0	1	2	3	4	5	6	7	8	9	10	11	12

Mississippi River to Galveston
SOUNDINGS IN FATHOMS - SCALE 1:458,596

1116A 11340



NSN 7642014007887



ED NO 76



NSN 7642014010103
NGA REFERENCE NO. 11AC011340



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	— http://www.nauticalcharts.noaa.gov
Online chart viewer	— http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	— http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	— http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	— http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	— http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	— http://tidesandcurrents.noaa.gov
Marine Forecasts	— http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	— http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	— http://www.nowcoast.noaa.gov/
National Weather Service	— http://www.weather.gov/
National Hurricane Center	— http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	— http://ptwc.weather.gov/
Contact Us	— http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker